

THE WILMINGTON JOURNAL

WILMINGTON, N. C., FRIDAY, DEC. 20, 1850.

North Carolina Legislature.

Of course, the three leading questions before this body are Slavery, Internal Improvements and Amendments to the Constitution, and as yet nothing definite has been done in regard to any of these questions, if we except the marked defeat of all attempts against the charter of the Central Road. We think it may be regarded as a very "fixed fact," that that will not be disturbed. We are totally unable to say what is likely to be the fate of the propositions for the relief of the Manchester Road. The feeling in regard to the work is said to be favorable, but whether any money will be given is another matter. Our opinion in regard to Amendments to the Constitution, has already been expressed, and we see nothing in the recent proceedings to induce us to change it. We fear that it will be very difficult to obtain concert of action in regard to the Slavery question. There seems to be difference of opinion even among the members of the same party—not in regard to our wrongs or rights; but the particular mode and manner to be pursued in resenting the one and vindicating the other. We are inclined to think that something like the resolutions reported by the Joint Committee, and presented in the House by Mr. SAUNDERS, (see House proceedings of Tuesday,) will eventually prevail.

Congress.

We have read attentively the proceedings of Congress for the last week, but find nothing of peculiar interest. On Tuesday and Wednesday, both houses were occupied with bills strictly of a private or local character. On the latter day, Mr. BENTON introduced a bill to authorize the President of the United States to select a site for a Western Armory, and to erect the necessary buildings. In the House on Wednesday, after the reading of the journal, Mr. POTTER, of Ohio, rose and announced the death of ANOS E. WOOD, his friend and colleague, who recently died at his residence in Ohio. After passing the resolutions usual in such cases, the House adjourned. On Thursday, nothing of any pecuniary importance was done in the Senate. We find that "Mr. Badger, pursuant to notice, asked and obtained leave to introduce a bill for the relief of the Wilmington and Manchester Railroad Company; which was read the first and second times, by unanimous consent, and referred to the Committee on Finance." The report in the Union and Intelligencer does not state the nature of the relief contemplated by this bill. The resolution submitted at the last session by Mr. BRADBURY, calling upon the President of the United States for his reasons for the removal of persons from office, was taken up, and Mr. BRADBURY modified the same so as to call only for a statement of the numbers removed. A long discussion ensued upon this topic, but without taking any action upon the subject the Senate adjourned. In the House some private bills were passed, and considerable time spent in the discussion of a resolution providing for the employment of a Special Post Office Agent in California. On Friday, the Senate was not in session, and the House was occupied exclusively with the private calendar. Both Houses were in session on Monday of this present week, but neither did anything worth mentioning. Mr. BENTON introduced a bill to locate and construct a railroad and national highway from the Mississippi river at St. Louis to the Pacific Ocean, which was referred to the Committee on Roads and Canals. Gen. CASS submitted a resolution, which was laid over, requesting the President to communicate to the Senate copies of all correspondence between the Department of State and the Austrian charge d'affaires, respecting the appointment or proceedings of the agent sent out by the United States to examine and report the condition and prospects of the Hungarian people during their struggle for independence. In both Houses a message was received from the President announcing the acceptance by Texas of the proposals made to her by the United States for the settlement of her boundaries.

We have thus endeavored to glean something of interest from the mere monotonous routine which always characterizes the proceedings of the short session until after the Christmas holidays. But the fact is, that nothing has been done, nor will be done, until that grand frolic is over. In the meantime, the business of President-making thrives rapidly, and all sorts of combinations are being "tried on." Among the latest we might mention, on the Democratic side, "DOUGLASS and COBB," and on the Whig side, "SCOTT and CRITTENDEN." We say nothing. There they are, done up in a "hasty plate of soup." It would seem that the present session is going to be a quiet one. So far as Congress is concerned, but little will be done in the way of agitation. The fact is, that all hands want a good rest, and, besides the grand scramble now is for the public lands. These used to be a source of revenue, and ought to be still, but they have been made an electioneering hobby, and have been voted away to all sorts of people, and for all sorts of purposes. They should have been kept at a fair price, to sold to men who would be willing to pay for them. With public lands at \$1 25 an acre, giving them away is throwing them away, for what a man gets for nothing he values pretty much at the same rate, and certainly those who are too lazy to work to get land, are too lazy to work on the land after they have gotten it. However, a few more sessions will finish the matter, and perhaps it is as well that it should be, for at present it is only a corruption fund. During the present week, JENNY LIND has been singing in Washington, which will, no doubt, infuse another element of harmony into politics.

Georgia Convention.

The Georgia Convention adjourned on Saturday night, the 14th inst., after adopting the report and resolutions of the committee of thirty-three, acquiescing fully and unreservedly in the action of Congress, and declaring that the perpetuity of the Union depends upon the faithful execution of the Fugitive Slave Law. The report asserts that Georgia can, consistently with her honor and interest, abide by the late acts of Congress. It contains a powerful appeal to the people of the Northern States to abide by the law and constitution, and repress all agitation upon the slavery question. The document is exceedingly moderate in tone—too much so, we think—but it is hard to say; better to talk soft at first than bluster and back out afterwards. The vote upon the adoption of the report was—aye's 237, nays 19, not voting 8.

SOUTH CAROLINA SENATOR.—The election for Senator took place on Tuesday, the 17th inst. On the first ballot, R. B. RIETT received 56 votes; J. H. HAMMOND, 50; R. W. BARNWELL, 27; JAMES CHESTNUT, 15; WOODWARD, 9; PRESTON, 2; blank, 2; consequently there was no election.

The bill from the Senate for calling a State Convocation in May next, has been killed in the House.

Good Bread!—All housekeepers who desire good bread, would do well to call at LIPPITT'S DRUG STORE and buy a box of Preston's Yeast Powders. We have tried them, and find them super excellent. If you buy one box, you will not be willing to do without the Powder afterwards; you can take our word for that, and act as you please.

Amin Bey a Humbug.

Such seems to be the fact. AMIN BEY, the distinguished envoy from the Sublime Porte, turns out to be no envoy at all, but a poor devil of a Subaltern Navy Officer. However, the fellow, if not an Ambassador deserves to be, for he has shown an aptitude for humbug, quite refreshing in an "out side barbarian," and worthy of the most refined and enlightened Christian Plenipotentiary. The best of the joke is the voting of \$10,000 for his expenses. It may be, however, that the poor Turk is only the victim of circumstances, and like Malvolio in the play, has had greatness thrust upon him, along with other good things; among the rest, half a dozen wives, which it is said he might have had in New York.—Just think of all the codfish and mackerel aristocracy of New York, together with the soap fat and hickory asheder of Boston, parading their parvenue pretensions before the veritable Ambassador. Tell it not in Gath, neither publish it in the streets of the adjacent village" of Ascalon.

The following letter, published in the New York Express, exposes the real position at home of the Turkish lion:

CONSTANTINOPLE, October 25.

"A strange political mystification takes place in the United States. We were taken quite unaware this week by the eccentric manner in which an individual, sent by the Sultan to study naval architecture, had been passed off as envoy and ambassador from the Turkish court. Such political hoaxes are unprecedented in the annals of history, and we fortunately live in a century when the powerful aid of the press can raise the curtain of audacity, and show what matters stand. It is time to disclose to the public the true facts of this strange affair."

Mr. Brown, the interpreter of the United States legislation, has written to his departure from the United States, calling the attention of Turkish government to several important inventions recently introduced into the United States, and begged the Minister of Foreign Affairs to permit some intelligent young man to go through a course of study in the dock-yards, in order to acquire proficient knowledge of these naval innovations. His proposal was accepted; and Amin Bey, a young officer of the navy, enjoying the rank of Kaimannik, equivalent to that of lieut.-colonel, which is of no importance whatever in the Turkish service, was designated for the mission.

The statement made in the New York Herald of the mission of this individual to *Muscat* is a misrepresentation, as the Porte has not sent a mission to *Muscat* during many years. He has never been appointed ambassador to Austria, nor has the Sultan ever thought of being directed by his advice on the Hungarian affairs. He has not been charged with the office of initiating himself into republican forms, or principles, nor has he any political connection whatever, and is not a "freedom-fightin' commodore," as the New York paper referred to entitled him.

Amin Bey left Constantinople in company with Mr. Brown, for Genoa, in order to embark on the Erie for more economy; and at the latter (Mr. Brown) quitted his post previous to his having obtained the necessary leave of absence from the United States government, he, in order to give a more plausible motive for doing, magnetized his pupil into an envoy, and by the aid and concurrence of a press eager for excitement, immediately seized the affair—and poor Amin Bey, *nolens volens*, has come upon the stage in the accoutrements of an ambassador from a mighty and powerful sovereign. But the same press which makes will unmake, and after the publication of the above, which is the true and loyal fact, every one will know what to think of those, who for a private interest, made such a hubbub about the visit to the other hemisphere of a Turkish emperor."

NOT A PUFF.—We make it an inviolable rule to eschew puffing of all kinds, but we feel called upon to notice the fact that a new sort of document was laid on our table on Tuesday last, in the shape of certain plates of oysters from the new Exchange Restaurant of THOMAS HOWELL. After due discussion, our joint and several opinion is, that the said oysters were capital. We have no doubt that there are "a few more of the same sort left" for the refreshment of the hungry, to say nothing of the fluids for those who "imbibe."

GOING WITH A RUSH.—A fellow in Brooklyn, named JAMES WELSH, was to have been married to one girl on Saturday evening, the 30th ult., but finding her indisposed, he trotted off that same evening and married another, with whom he remained. On the next day, Sunday, he returned to the first girl, and married her also. He remained with her two days, and then left her to think over her misfortunes. It is said that he has another wife in Boston, whom he married a week before. That man belongs to the party of progress, and deserves to live in the glorious nineteenth century.

THE Legislature of South Carolina has elected Gen. J. H. MEANS Governor, and J. J. WARD, Esq., Lieutenant Governor of that State.

SCOTT-PUNCH says that a furious English Protestant discharged his servant because he had a Roman nose.

OHIO.—The Committee on Federal Relations in the Ohio Legislature, on the 12th instant, reported a series of resolutions denouncing the Fugitive Slave Law, which were laid on the table. WOON, the new Governor, was sworn in, and delivered his inaugural address on the 12th. He vindicates the constitutionality of the Fugitive Slave Law, and warns the people against any attempt to resist its operation. He however, goes for its repeal, and for the abolition of slavery in the District of Columbia.

SCOTT.—The Bank of the State of North Carolina has declared a dividend of five per cent. for the last six months.

THE population of Norfolk, Virginia, is 14,320, an increase of 3,520 since 1840.

SCOTT.—Scott's Hill Tent, Independent Order of Rechabites, will hold a celebration at Scott's Hill Church on Christmas day, the 25th inst. Addresses are expected upon the occasion. Brethren from other tents, and the public generally, are invited to be present and participate.

Dreadful Steamboat Explosion—Great Loss of Life—Many Wounded and Missing, dec.

NEW ORLEANS, Dec. 13, P. M.—The new and beautiful steamship Anglo-Norman went out on an unexpected trip to New Orleans, and a large pleasure party, after she had proceeded some distance, and as I learn, was returning to the city, towards evening, her boilers exploded, greatly shattering the boat, and killing and wounding a large number. From seventy-five to one hundred persons are numbered, as far as present ascertained, among the killed, wounded, and missing.

Mr. Perry, a gentleman attached to the office of the New Orleans Bulletin, was one of the party, and lost his life by the fatal disaster. He was a gentleman well known and much esteemed. Mr. Kidd, of the Daily Crescent, and Mr. Bigna, of the Delta, were wounded, but not seriously.

Mr. Nathan Jarvis, Mr. Stillman, and Mr. Storn, of the New York Novelty works, were aboard, and all of them believed to be mortally wounded.

Captain Amblin, and Captain Thompson, of the ship Lexington, and others, were badly injured.

The Hon. JAMES BEEBE, a member of the State Senate, was on board, and is believed to have been killed.

It is impossible yet to ascertain the precise number of killed, wounded and missing—or their names—but the supposition is that they cannot vary much from one hundred.

A CRUCIAL CAMP.—The census taken for the Third Ward of St. Louis, reports having met with a child, one eight months old, twenty-eight inches in height, and weighs thirty lbs. But the curiosity exists in this—that this child now talks and speaks fluidly and distinctly.

A question for the Spike Society. Would the devil beat his wife, if he had one—*Yankee Blade*. Guess not—for women generally beat the d—l.

HUNGRY.—"I am so hungry I could eat a horse mit one hand, and drink der well dry mit a pump handle."

NORTH CAROLINA LEGISLATURE.

MONDAY, Dec. 9th.

The chief business done on Monday was counting the votes for Governor. At 12 o'clock the two Houses, in joint body, proceeded to count the votes cast for Governor at the last August election, and Mr. Speaker Edwards announced the vote as follows: David S. Reid, 45,080; Charles Manly, 42,337. So David S. Reid was declared duly elected to the office of Governor of North Carolina, for two years from the 1st of January, 1851.

Mr. Ruffin, from the House Committee on Amendments to the Constitution, reported adversely to the bill to elect Judges by the people; and Mr. McLean, from the same Committee, reported adversely to the bill to elect Magistrates by the people. On motion, laid on the table.

TUESDAY, Dec. 9th.

SENATE.—On motion of Mr. CAMERON.

Resolved, That the Military Committee be instructed to inquire into the expediency of providing for the establishment of a Military Scientific Institution in this State, under the patronage of the State.

Mr. Washington introduced a bill to incorporate the Newbern and Central Railroad Company; and also a bill to re-charter the Merchants Bank of Newbern. Read first time, passed, and referred.

Mr. GRIFFITH introduced a bill to amend the act of incorporation of the town of Washington. Referred.

Mr. Woodfin introduced a resolution declaring it the policy of the State to extend the Central Railroad west to Knoxville, Tennessee, and east to Newbern or Beaufort, and that, to effect this, charters ought to be given to Companies on the terms of the charter heretofore granted to the Central Railroad. Read and made the special order of the day for Tuesday next.

The bill to incorporate the Greenville and Raleigh Plank Road Company, and the Fayetteville and Charlotte Plank Road Company, passed their third readings, and were ordered to be engrossed.

HOUSE OF COMMONS.—Mr. ERWIN introduced a resolution in favor of extending the Central Railroad east to Newbern or Beaufort, and west to the Tennessee line.

Mr. BUNTING presented a bill to incorporate the Fayetteville and Warsaw Plank Road Company. Referred to Committee on Corporations.

Mr. JOYNER presented resolutions in regard to the Raleigh and Gaston Railroad. These provide for the formation of a Company to repair the Road, the State being half Stockholder. Made the order of the day for Saturday.

Mr. WOODFIN, a bill to amend 21st section of 125th chapter of the Revised Statutes. [Provides that sheriffs shall advertise land for taxes ninety days previous, and repeat the clause requiring sales of lands to be advertised in a Raleigh newspaper.]

Mr. ARENDAL, a bill to incorporate the Beaufort and North Carolina Railroad Company. Passed first reading and referred.

HOUSE OF COMMONS.—At 12 o'clock the unfinished business of yesterday came up, to wit: Mr. BRIDGES' resolutions in regard to the Central Railroad.

Mr. COX presented resolutions in regard to the Raleigh and Gaston Railroad. These provide for the formation of a Company to repair the Road, the State being half Stockholder. Made the order of the day for Saturday.

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From the Philadelphia Bulletin.
Important Admiralty Case.

The following decree of Judge Kane, in the U. S. District Court of Pennsylvania, will be read with interest:

The leading facts upon which my decree in this case will rest are these:—
The steam-propelled Columbus left Philadelphia on the 20th of November, 1848, for Charleston, N. C., and at half past two o'clock in the morning of the 3d December, (civil time,) she was in the neighborhood of the Cape Lookout Shoals, heading Southwest on her starboard tack, going about nine knots, or something less.

The schooner Mission, a new vessel of 112 tons, was returning to Edenton, N. C., with a cargo of salt from Run Key. She was on her larboard tack, steering North by East, going at the rate of five knots, or something less.

The wind was fresh from the Northwest; the sea was rough from the action of a Southeast wind that had prevailed for some days before; it was a starlight night.

It is said that the two vessels were about three hundred yards from each other, perhaps less, perhaps a little more, when the look-out man of the steamer saw the schooner approaching, bearing about a point, or a point and a half, on the steamer's larboard bow. The engine was stopped at once and reversed; but there was no sail on either side, and neither vessel varied her course. The consequence was a collision of the steamer's bow, and the schooner's starboard bow, and the schooner sunk immediately.

Whatever of controversy there may be as to other supposed or asserted facts, I believe that there is nothing in this succinct recital I have made which does not consist with the proofs exhibited in the case, and relied on by the respondents; and if my views are just, it is not necessary to go beyond it. The question, whether the Captain of the schooner was or was not improperly below at the time of the collision, is one which I do not care to decide, as the two persons, whose evidence upon it would be of most interest, were lost with the vessel. But the present issue connects itself no further with the conduct of the parties, than as that conduct may have contributed to bring about the collision.

I am to decide the simple question—Was the collision occasioned by the fault of one, or of the other vessel, or was it unavoidable? And this question, though perhaps at first glance an embarrassing one to a person unfamiliar with those usages of navigation that form part of the Law of the Sea, admits of an easy solution with reference to them. I have been a little surprised to learn from some of the skillful seamen who have been examined in this case, how little is known of those usages on shipboard.

It is a rule, founded altogether in reason, and long and thoroughly recognized in the Admiralty, that on the open sea, vessels going free shall give way to those that are going close-hauled; and the correlative is equally well established, that a vessel going close-hauled, when meeting a vessel going free, shall hold her course. These are absolute rules, and the vessel that violates either of them becomes answerable for any collision which may be the consequence.

The reason of this is plain. The vessel going free has the right to keep her course much more firmly than the one that is close-hauled. She can pass in either direction by simple inclination of her helm, and without considerable loss of way; while the close-hauled vessel can turn only in one direction, unless she goes into stays, and loses her course by the manœuvre—hence the duty of the vessel going free. And as the vessel going close-hauled might, by changing her course, place herself in the way of the other vessel, while that was conforming to the rule for the purpose of avoiding her, the duty enjoined on the close-hauled vessel is equally reasonable.

The same considerations which at first suggested these rules for sailing vessels, have, since steam has begun to be extensively applied as a motive power in navigation, grafted on them a rule applicable to steamers, viz: that a steamer shall be regarded always as a vessel going free, and must give way in consequence to a sailing vessel going close-hauled—and this extension of the first rule implies a similar extension of the second, viz: that a vessel going close-hauled, and meeting a steamer, shall not be at liberty to change her course.

Another circumstance still appears to me scarcely reconcilable with the idea of the schooner having been seen approaching so long; it is that she was not hauled by any one on board that steamer. It is said that the weather was too rough to allow a helmsman to be had, and it must be that such was the fact.

But it is difficult to me that the trial at least was not made. That it was a clear starlight morning, the explosion of the vessel, while that was conforming to the rule for the purpose of avoiding her, the duty enjoined on the close-hauled vessel is equally reasonable.

The application of these rules to the few facts I have recited, may decide the present case. It was the duty of the Mission to hold her course; and it is conceded that she did so. The steamer, on the other hand, was bound to give way—not merely to check her progress, but to change her course—in a word, to prevent the collision. It is conceded that she did not do so.

To relieve herself from the liability which should follow from this state of facts, two excuses are offered on behalf of the steamer:—1. That when the schooner was first described, the distance between the two vessels was not sufficient to permit the steamer to give way in time. 2. That from the courses the two vessels were steering, heading nearly towards each other, with but three points of the compass or about thirty-four degrees of divergence between them, the steamer could not know in time which way the schooner was steering, and could not decide therefore in which direction she, the steamer, ought to pass in order to avoid her.

The first of these excuses is clearly a mistake, if the evidence is correct that the steamer had overcome, or nearly overcome, her momentum before the collision. For it requires no argument to show that a steamer going nine knots an hour can change her direction by shifting her helm more promptly than she can. The steamer, in a state of rest, in the water, and the remark of the helmsman, that the wind generally, which over her helm more rapidly than other vessels, and is sworn to be true in reference to the Columbus. Besides, it is demonstrable from the allegations of the witnesses themselves which are in proof, that the accident could not have taken place had the steamer changed her helm in either direction, or had she even kept on her way.

The evidence of the steamer's motion from the moment of seeing the schooner to the moment of the encounter, was about 44 knots, or a little more. I say a little more, because the steamer was going at the rate of nine knots an hour at first, and because I think the manner in which the two vessels struck, and the character of the injury sustained by the schooner, as well as the fact that one of the drowning seamen from the wreck drifted past the steamer, go to show that the steamer's motion had not been entirely arrested when they came together.

The schooner's rate of motion being something less than five knots, or about the same as the medium rate of the steamer, the two vessels passed over nearly equal spaces in the same time, and a simple trigonometrical computation from the elements given in the evidence, (viz: their distance 300 yards, and their bearing 11 points,) determines for us that each passed over 157 yards before they met. Had the steamer kept up her speed of nine knots, she would have passed over more than 300 yards instead of 157; and as her length is only 105 feet, and the schooner's only 76, it is clear they would have passed each other in safety. Another result from the same computation is, that the vessels were approaching each other for about a minute and six-eighths, before the schooner was descried, a space of time abundantly sufficient to have allowed the steamer to give way by changing her helm.

The second excuse offered involves two questions: 1. Was there time enough after the schooner was seen to determine the direction of her course from on board the steamer. 2. If there was not, was it the fault of the steamer that the schooner was not seen sooner.

1. The broad side of the schooner, with her sails set, was in fact more than 90 feet long, and seen obliquely from the steamer's bow in the direction indicated by the evidence, she presented a surface of 30 feet at right angles to the line of view. She was heading Northwest, across the bow of the steamer, close-hauled; and her apparent rate of motion, as seen by the look-out, before the steamer slackened her speed, was less than that of the steamer about 2½ feet per second. Had she been heading eastward, with the wind abeam, and the apparent difference between the rates of motion of the two vessels, as seen by the look-out, would then have been 6 feet a second. Or, in other words, the vessels would in one case have appeared to be nearing each other at the rate of 1½, and in the other of 4½ knots. Now, I am not enough of a seaman to decide, whether the practised eye of a good lookout-man, would or would not, have been able so to mark the difference in appearance and rate of motion in the two cases, as to do

termine at once in which direction the sail he saw was heading.

2. But on the other point, I have no difficulty—the evidence is that the night was clear; and it is the opinion of the skillful shipmasters who heard the case with me as assessors, that in such a night, a vessel keeping a proper look out, should have seen another approaching her, 1½ point off her bow, at a much more considerable distance. I have myself made the trial; and though not by any means a person of more acute vision than landmen generally, I have no difficulty in discerning objects against the horizon, not larger than the Mission appeared; seen oblique distance nearly the double of 300 yards. And I agree therefore with them in thinking that the fault in which this collision had its origin is imputed to the want of a proper look out on the part of the steamer.

The schooner Mission, a new vessel of 112 tons, was returning to Edenton, N. C., with a cargo of salt from Run Key. She was on her larboard tack, steering North by East, going at the rate of five knots, or something less.

The wind was fresh from the Northwest; the sea was rough from the action of a Southeast wind that had prevailed for some days before; it was a starlight night.

It is said that the two vessels were about three hundred yards from each other, perhaps less, perhaps a little more, when the look-out man of the steamer saw the schooner approaching, bearing about a point, or a point and a half, on the steamer's larboard bow. The engine was stopped at once and reversed; but there was no sail on either side, and neither vessel varied her course. The consequence was a collision of the steamer's bow, and the schooner sank immediately.

I confess that after looking carefully through all the testimony, I am not without my doubts, whether the schooner was seen at all, until she approached nearer than the witnesses represent. There is nothing about which honest men swear so vaguely and contradictorily as the times which mark the progress of an exciting incident, and the distances, at the particular moments of such an incident, between objects that are both of them in motion; especially on the open sea, where there are no fixed objects by which to punctuate. A gentleman in a red uniform shirt mounted a high-seat, and commanded his crew to stand to a large salute. Mexican sailors, holding rifles, Chinese, and Indian, generally. He became so intensely excited his roisterous could not longer support him; the head gave way, and he disappeared in the middle of a very expressive expression. Last evening, Delmonico's building, and many others were illuminated. Flags waved, fire crackers exploded; in short it was very like a regular old fashioned Fourth of July; and such a consumption of the spirit, not of '76, but a much later date, labels to the contrary notwithstanding. Terribly tight were numerous gentlemen whose patriotic feelings led them to deluge themselves in champagne, front of Delmonico's and on the plaza, the crowd were cheering—speeches were made, and drink taken, by way of punctuation. A gentleman in a red uniform shirt mounted a high-seat, and commanded his crew to stand to a large salute. Mexican sailors, holding rifles, Chinese, and Indian, generally. He became so intensely excited his roisterous could not longer support him; the head gave way, and he disappeared in the middle of a very expressive expression. Last evening, Delmonico's building, and many others were illuminated. 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THE WILMINGTON JOURNAL

WILMINGTON, N. C., MONDAY, DEC. 16, 1850.

Authorized Agents.

JAMES M. REDMOND, Tarboro; Edgecombe county, N. C.
JOHN JOHNSON, Clinton, Sampson county.
JOSEPH R. KEMP, Bladen county.
DR. SHERWOOD, Strickland's Depot, Duplin county.
B. S. KOONCE, Richland, Onslow county.
BARNES, Black Creek, Wayne county.
VOLNEY B. PALMER is authorized to receive advertisements and subscriptions for the Journal, in New York, Philadelphia, and Boston, and receipt for payment for the same.

We learn that our esteemed fellow-citizen, Duncan K. McRae, Esq., has determined to remove from this place and take up his residence permanently in Wilmington. This is rendered indispensable by his health—the climate of Wilmington being milder and better suited to his physical condition than that of this region. We regret the necessity which obliges him to leave us. He will carry with him the respects and good wishes of all; and in receiving him into her society and into the circle of her enlightened citizens, Wilmington will number one more able lawyer and accomplished gentleman.

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RECAPITULATION OF RECEIPTS.

Balance on hand 1st November, 1849.	\$39,238.04
Fayetteville and Western Plank Road, Bonds sold.	26,000.00
Internal Improvement Fund, (Bank dividend, Bank of Cape Fear).	728.00
Internal Improvement Fund, Cherokee Bonds.	582.00
Bank Dividends, Bank Cape Fear, unappropriated.	65.00
Interest on Wilmington and Raleigh Railroad Bonds.	3,000.00
Public Tax received from Sheriffs.	141,611.02
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Attorneys' Licenses.	580.00
Bank Tax, Bank of the State.	2,243.25
" " " " Wilmington.	435.75
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" " " " Newbern.	562.50
Buncombe Turnpike Company, divid.	100.00
Commissioners of Wrecks, Carteret co.	127.16
	\$219,066.47
Balance due Public Treasurer.	9,166.77
	\$228,173.24

RECAPITULATION OF DISBURSEMENTS.

Principal on Raleigh & Gaston R. R. bonds.	\$33,000.00
Interest on " " " " " .	37,634.00
Judiciary.	30,748.26
Cape Fear and Deep River Navigation Company.	20,000.00
Principal on State Loan.	21,148.00
Internal Improvement Fund.	4,569.02
Weights and Measures.	47.50
State Librarian.	450.00
Post Office.	255.39
Public Printing.	842.23
Pensioners.	330.00
State Capitol.	52.80
Salisbury and Western Turnpike Road.	7,675.00
Interest on State Bonds.	12,077.19
Fayetteville & Western Plk Rd (stock).	40,000.00
Interest on Fayetteville and Western Plank Road Bonds.	1,314.78
Executive Department.	2,000.00
Treasury Department.	800.00
Comptrollers' Department.	1,000.00
Adj't General's Department.	200.00
Superintendent of Public Buildings.	250.00
Governor's House.	175.75
Council of State.	148.15
Lunatic Asylum.	6,567.63
Senatorial Elections.	245.40
Sheriffs for settling Tax.	1,313.40
Governor's Election.	1,212.00
Contingencies.	1,219.81
Stationery.	317.73
	\$228,173.20

THE TAXES OF ALL SORTS FOR 1849, ARE AS FOLLOWS:—

Land tax, \$32,734.59; town property tax, \$3,664.36; poll tax, \$35,011.78; Lunatic Asylum tax, \$19,668.33; interest tax, \$25,135.69; dividend and profit tax, \$1,613.70; salaries and fees, \$1,522.80; stud horse tax, \$1,943.30; gate tax, \$18.42; store tax, \$11,103.92; pedlar tax, \$3,014.58; steam tax, \$3,156.00; billiard table tax, \$1,128; linseed, \$1,108.19; negro trader's tax, \$317.20; foreign carriages, \$319.60; drover's tax, \$1,052.80; boiling salley tax, \$94.

Foreign News—Arrival of the Americans.

The American steamer reached Halifax on Wednesday, with Liverpool dated November 30th. She reports a decline of 144d. in Cotton, with markets generally dull. No material change in other articles. The general news from England is unimportant. The Protestant excitement was still the all engrossing topic.

From Germany we have reports partially pacific and partly warlike. The King of Prussia's opening Speech to the Parliament is rather of the latter style. Some disturbances between Bavarian and Prussian troops are reported, but nothing serious—Prussia is said to have effected a loan of £10,000,000, with the Rothschilds of London.

France is quiet. The proposed addition to the army was the subject of debate in the Assembly, and it is said that when the bill is reported by Thiers, it will be such a shape as to completely bind the hands of Louis Napoleon to neutrality in the event of any war in Germany. The climate of Wilmington being milder and better suited to his physical condition than that of this region. We regret the necessity which obliges him to leave us. He will carry with him the respects and good wishes of all; and in receiving him into her society and into the circle of her enlightened citizens, Wilmington will number one more able lawyer and accomplished gentleman.

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Post Office.	255.39
Public Printing.	842.23
Pensioners.	330.00
State Capitol.	52.80
Salisbury and Western Turnpike Road.	7,675.00
Interest on State Bonds.	12,077.19
Fayetteville & Western Plk Rd (stock).	40,000.00
Interest on Fayetteville and Western Plank Road	